

BookletChart™

Kanaga Pass and Approaches

NOAA Chart 16463

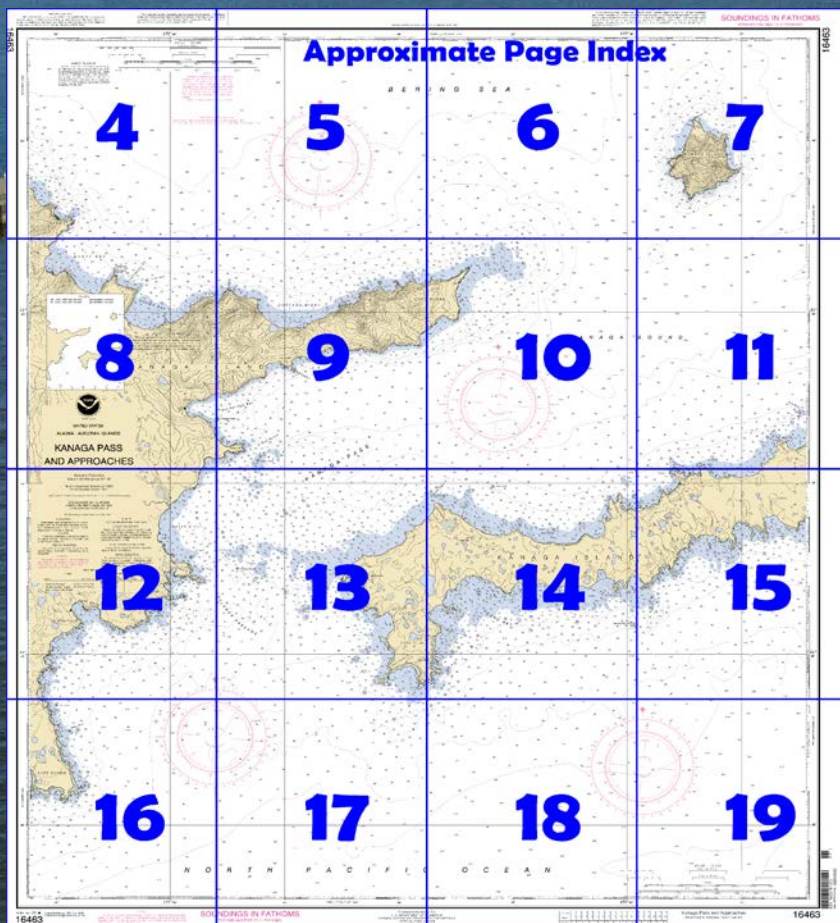


A reduced-scale NOAA nautical chart for small boaters

When possible, use the full-size NOAA chart for navigation.



- Complete, reduced-scale nautical chart
- Print at home for free
- Convenient size
- Up-to-date with Notices to Mariners
- Compiled by NOAA's Office of Coast Survey, the nation's chartmaker



Published by the
National Oceanic and Atmospheric Administration
National Ocean Service
Office of Coast Survey
www.NauticalCharts.NOAA.gov
888-990-NOAA

What are Nautical Charts?

Nautical charts are a fundamental tool of marine navigation. They show water depths, obstructions, buoys, other aids to navigation, and much more. The information is shown in a way that promotes safe and efficient navigation. Chart carriage is mandatory on the commercial ships that carry America's commerce. They are also used on every Navy and Coast Guard ship, fishing and passenger vessels, and are widely carried by recreational boaters.

What is a BookletChart™?

This BookletChart is made to help recreational boaters locate themselves on the water. It has been reduced in scale for convenience, but otherwise contains all the information of the full-scale nautical chart. The bar scales have also been reduced, and are accurate when used to measure distances in this BookletChart. See the Note at the bottom of page 5 for the reduction in scale applied to this chart.

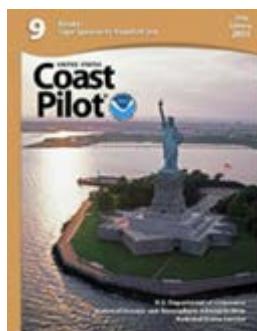
Whenever possible, use the official, full scale NOAA nautical chart for navigation. Nautical chart sales agents are listed on the Internet at <http://www.NauticalCharts.NOAA.gov>.

This BookletChart does NOT fulfill chart carriage requirements for regulated commercial vessels under Titles 33 and 44 of the Code of Federal Regulations.

Notice to Mariners Correction Status

This BookletChart has been updated for chart corrections published in the U.S. Coast Guard Local Notice to Mariners, the National Geospatial Intelligence Agency Weekly Notice to Mariners, and, where applicable, the Canadian Coast Guard Notice to Mariners. Additional chart corrections have been made by NOAA in advance of their publication in a Notice to Mariners. The last Notices to Mariners applied to this chart are listed in the Note at the bottom of page 7. Coast Pilot excerpts are not being corrected.

For latest Coast Pilot excerpt visit the Office of Coast Survey website at <http://www.nauticalcharts.noaa.gov/nsd/searchbychart.php?chart=16463>.



(Selected Excerpts from Coast Pilot)

Sentry Rock, 9 miles W of Cape Tusik and 1 mile off the S coast of Kanaga Island, is 94 feet high and prominent. Passage between the rock and the shore should not be attempted.

Cape Chunu, the SW end of Kanaga Island, has grassy bluffs and rocky cliffs 100 to 200 feet high; rolling grassland is in the interior with hills up to 345 feet high. The shoreline is ragged and rocky; rocky reefs and prominent rock islets and pinnacles fringe

the shore. **Castle Island**, a small grass-covered rocky islet off **West Chunu Point**, is 165 feet high and prominent from the SE and NW. Vessels are cautioned to pass at least 1.5 miles off Cape Chunu to avoid

the shoal area of very irregular rocky bottom with depths of 2 to 6 fathoms. The waters for several miles S of the cape are usually much disturbed, indicating strong currents.

Kanaga Pass, between Kanaga Island and Tanaga Island, is 3.8 miles wide at its narrowest part, but it is full of small rock islets, dangerous reefs, and strong currents; passage is not recommended except during periods of good visibility and calm seas.

Foul ground extends into Kanaga Pass for over 1 mile from the W side of Cape Chunu to more than 3 miles off **Western Point**, Kanaga Island, thence over 1.5 miles offshore along the N coast of Kanaga Island. **Eddy Rock**, **Goose Rocks**, **Goose Rocks**, and **Annoy Rock**, a part of the foul ground, are prominent. A dangerous reef, covered 5 feet to 3 fathoms, is 0.4 mile N of Annoy Rock. The dangerous area from this reef E to Kanaga Island is rocky and very irregular; many underwater pinnacles exist. The kelp that marks the area during the summer is towed under by the current except at slack water and cannot be relied upon to indicate the shoals.

Cape Sasmik, the S end of Tanaga Island on the W side of Kanaga Pass, is a relatively flat grassland with steep grassy bluffs and rock cliffs rising abruptly from the shoreline to 100 feet. Rocky islets and reefs border the coast close inshore. **Herd Rock** (chart 16462), a 20-foot detached black rock on the SW side of the cape, is conspicuous from the SE and NW. The cape should be cleared by at least 1 mile.

Foul ground extends up to 1 mile off the Tanaga Island shore on the W side of Kanaga Pass, except in the approach to Twin Bays. The bottom is very broken and irregular, and the shoreline is made up of low cliffs. A good anchorage in W weather is 3 miles N of Cape Sasmik and 0.8 mile offshore in 18 fathoms, sand bottom; Twin Bay is also a good anchorage.

Trunk Point, 11 miles NE of Cape Sasmik, shows as a low rounded knoll.

Cape Sudak, the long finger-shaped easternmost point of Tanaga Island on the N side of the N entrance to Kanaga Pass, terminates in a small flat-topped, steep-sided 70-foot-high promontory that appears detached from offshore. A dangerous shoal, with bare rocks, extensive heavy kelp, and underwater pinnacles, extends 2 miles NE from the cape. The waters from the shoal to the 100-fathom curve appear greatly disturbed. The cape should be cleared by over 2 miles.

Anchorage protected from W and N swells is 1 mile SE of the end of Cape Sudak in 20 fathoms, flat cinder bottom.

The current velocity may reach 4 knots in the narrow part of Kanaga Pass. In calm weather, tide rips are visible among the covered reefs between Annoy Rock and Kanaga Island. With a heavy S swell and the current ebbing S, seas break across the entire pass. (See the Tidal Current Tables for predictions for Kanaga Pass.)

The recommended routes through Kanaga Pass with depths of 10 fathoms or more are through **Explorer Passage**, between Annoy Rock and **Hazard Point**, Tanaga Island, thence either midchannel between Kanaga Island and Tanaga Island, or the 0.3-mile-wide passage through **The Ditch** between dangerous **Eider Reef**, awash in places at half tide, and Trunk Point, Tanaga Island.

Twin Bays, 5 miles N of Cape Sasmik, is a good small-boat anchorage in W and N weather; larger vessels may anchor just off the entrance. A 75-foot-high distinctive rock resembling a Christmas tree in profile outline, undercut by surf action to balance on a small pedestal, is on the beach at Christmas Tree Point, on the W side of the entrance. The shores on both sides of the entrance to the bay are 100-foot-high vertical cliffs with reefs that extend more than 0.1 mile into the bay.

U.S. Coast Guard Rescue Coordination Center 24 hour Regional Contact for Emergencies

RCC Juneau Commander
17th CG District (907) 463-2000
Juneau, Alaska

Navigation Managers Area of Responsibility



NOAA's navigation managers serve as ambassadors to the maritime community.

They help identify navigational challenges facing professional and recreational mariners, and provide NOAA resources and information for safe navigation. For additional information, please visit nauticalcharts.noaa.gov/service/navmanagers

To make suggestions or ask questions online, go to nauticalcharts.noaa.gov/inquiry.

To report a chart discrepancy, please use ocsdata.ncd.noaa.gov/idrs/discrepancy.aspx.

Lateral System As Seen Entering From Seaward

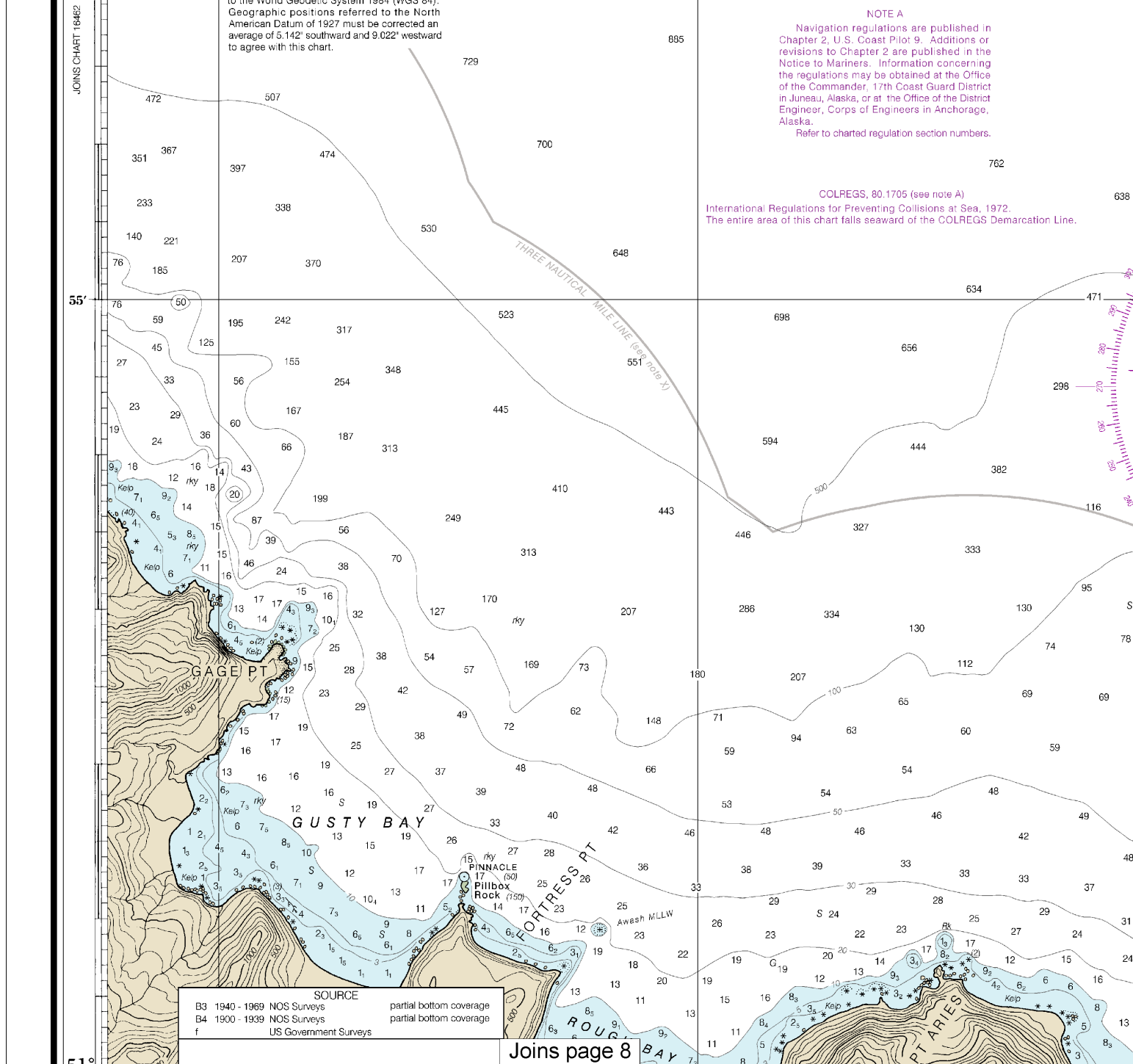
on navigable waters except Western Rivers



For more information on aids to navigation, including those on Western Rivers, please consult the latest USCG Light List for your area.

These volumes are available online at <http://www.navcen.uscg.gov>

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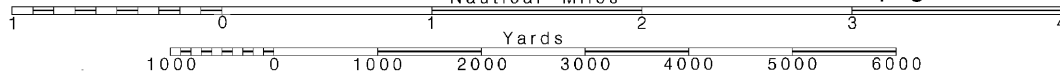
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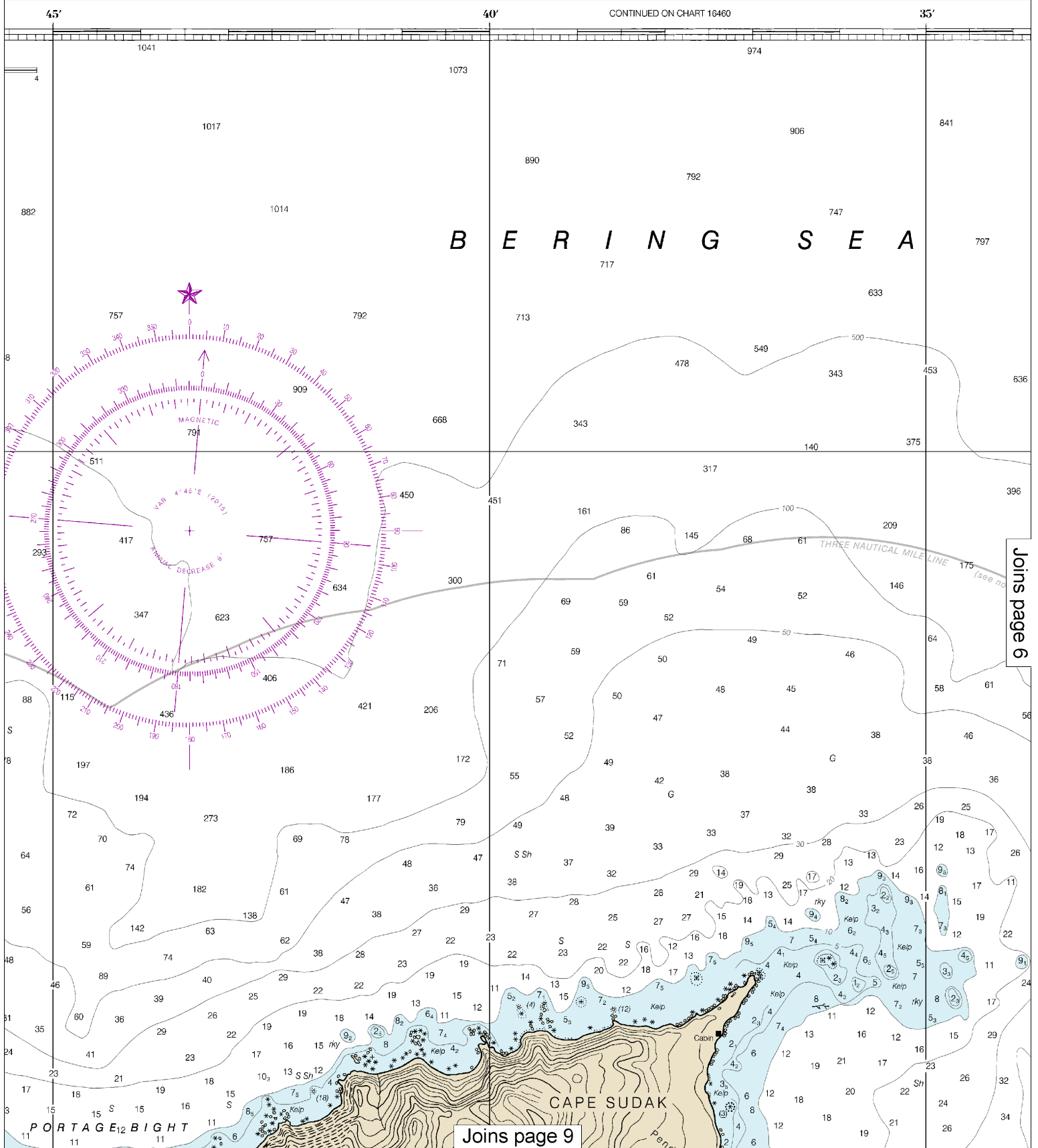
Note: Chart grid lines are aligned with true north.

Printed at reduced scale.

SCALE 1:50,000
Nautical Miles

See Note on page 5.





Joins page 6

Joins page 9

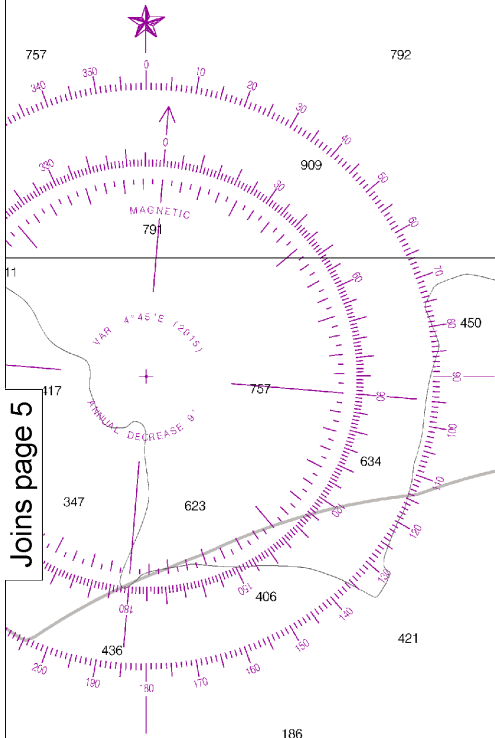
This BookletChart was reduced to 75% of the original chart scale.
The new scale is 1:66666. Barscales have also been reduced and
are accurate when used to measure distances in this BookletChart.

40'

CONTINUED ON CHART 16460

35'

B E R I N G S E A



Joins page 5

G E₁₂ B I G H T

CAPE SUDAK

Joins page 10

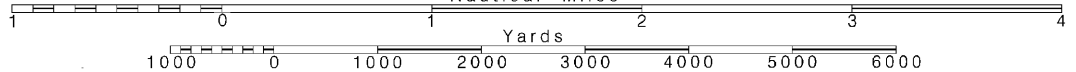
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Note: Chart grid lines are aligned with true north.

Printed at reduced scale.

SCALE 1:50,000
Nautical Miles

See Note on page 5.



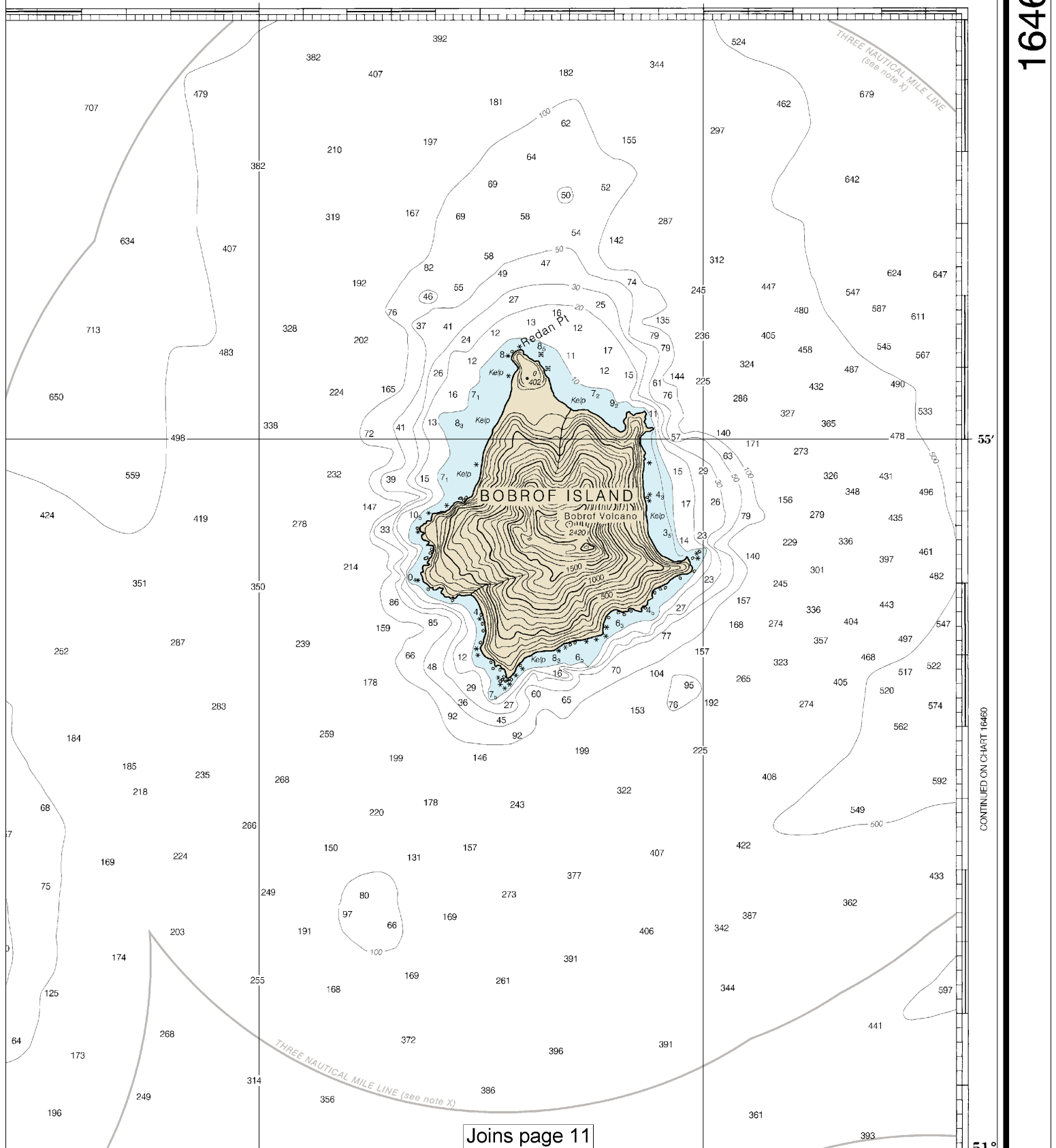
SOUNDINGS IN FATHOMS

(FATHOMS AND FEET TO 11 FATHOMS)

16463

177° 30'

25'



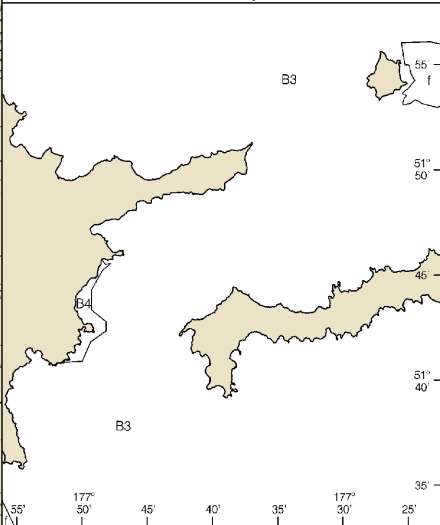
Joins page 11

8th Ed., Feb. 2015. Last Correction: 12/10/2015. Cleared through:
LNM: 4816 (11/29/2016), NM: 4916 (12/3/2016), CHS: 1116 (11/25/2016)

7

Joins page 4

SOURCE
 B3 1940 - 1969 NOS Surveys partial bottom coverage
 B4 1900 - 1939 NOS Surveys partial bottom coverage
 f US Government Surveys



SOURCE DIAGRAM
 The outlined areas represent the limits of the most recent hydrographic survey information that has been evaluated for charting. Surveys have been banded in this diagram by date and type of survey. Channels maintained by the U.S. Army Corps of Engineers are periodically resurveyed and are not shown on this diagram. Refer to Chapter 1, United States Coast Pilot.

AREA TO BE AVOIDED (ATBA)
 The entire area of this chart falls within an Area to be Avoided (ATBA). All ships 400 gross tonnage and upwards solely in trade should avoid the Area. This Area is IMO Adopted (MSC SN 1/Circ.331) to be implemented at 0000 UTC, JAN 1, 2016.



UNITED STATES
 ALASKA - ALEUTIAN ISLANDS
**KANAGA PASS
 AND APPROACHES**

Mercator Projection
 Scale 1:50,000 at Lat 51° 45'

North American Datum of 1983
 (World Geodetic System 1984)

Additional information can be obtained at nauticalcharts.noaa.gov.

SOUNDINGS IN FATHOMS
 (FATHOMS AND FEET TO ELEVEN FATHOMS)
 AT MEAN LOWER LOW WATER

For Symbols and Abbreviations see Chart No. 1

Joins page 12

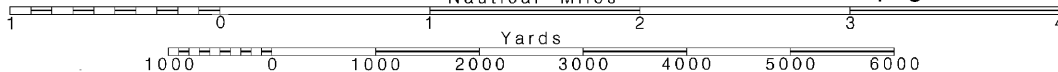
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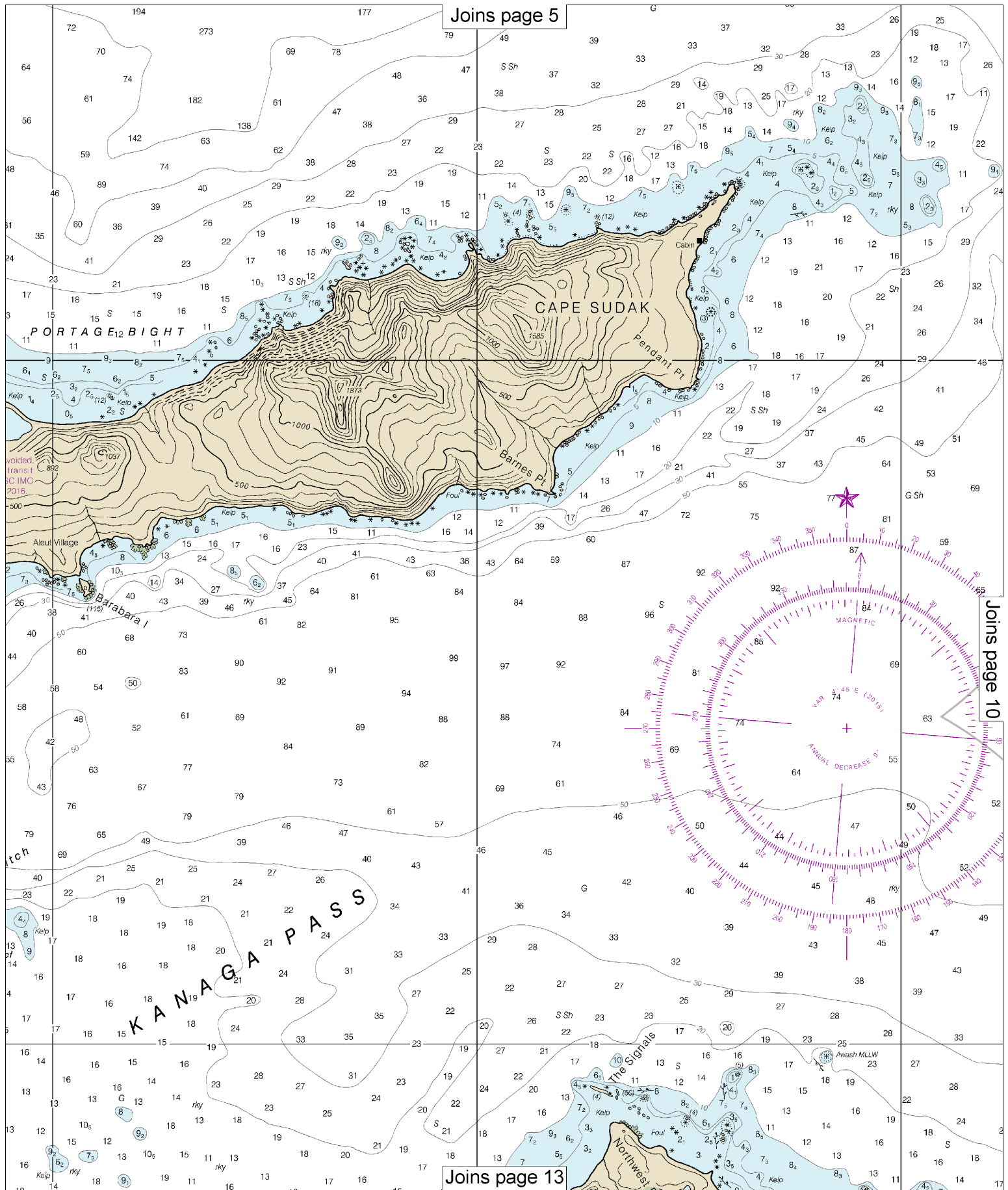
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Printed at reduced scale.

SCALE 1:50,000
 Nautical Miles

See Note on page 5.

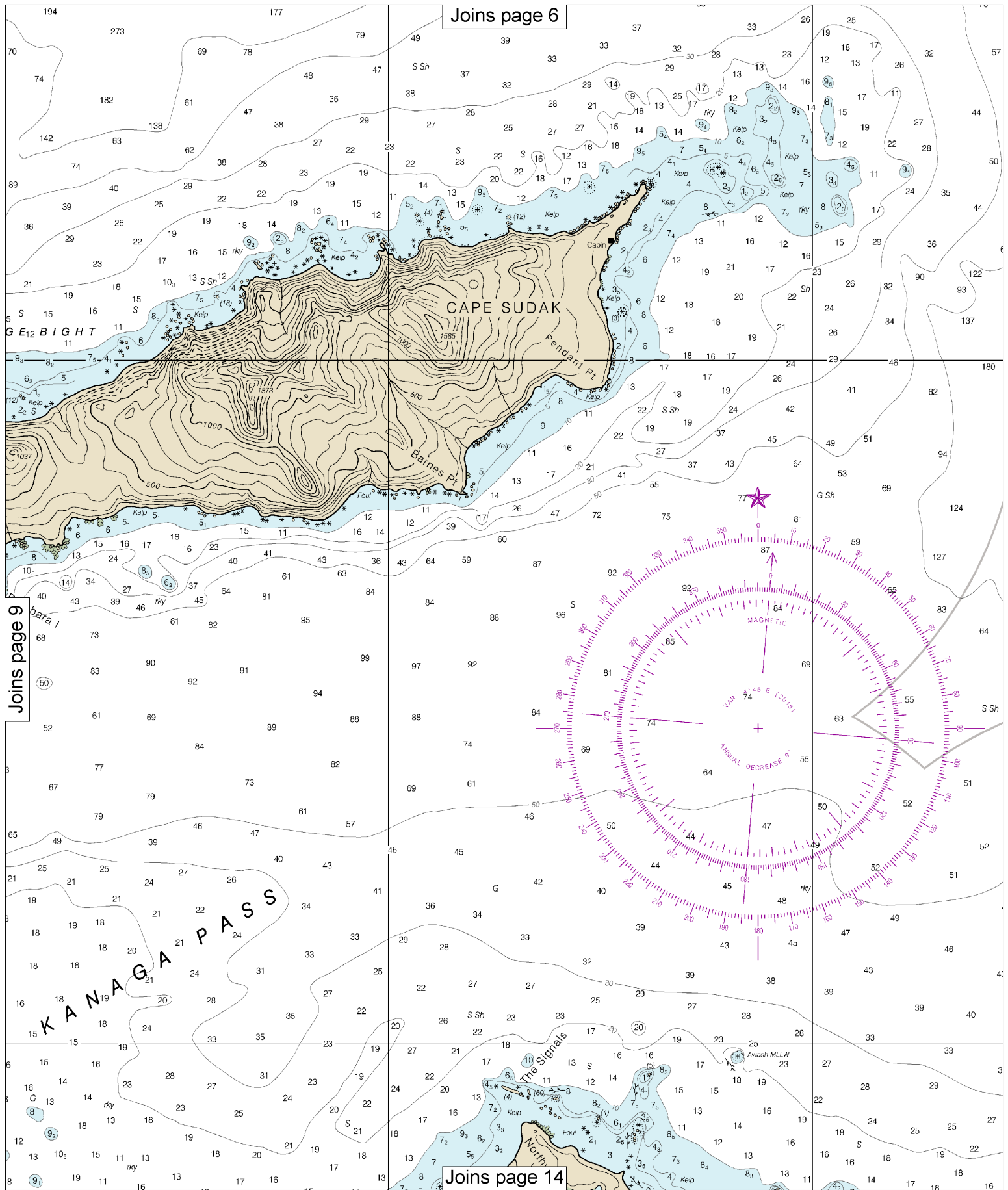




Joins page 5

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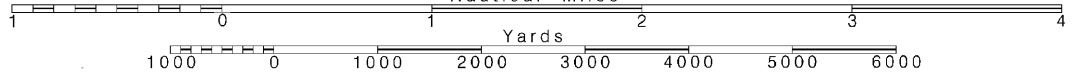
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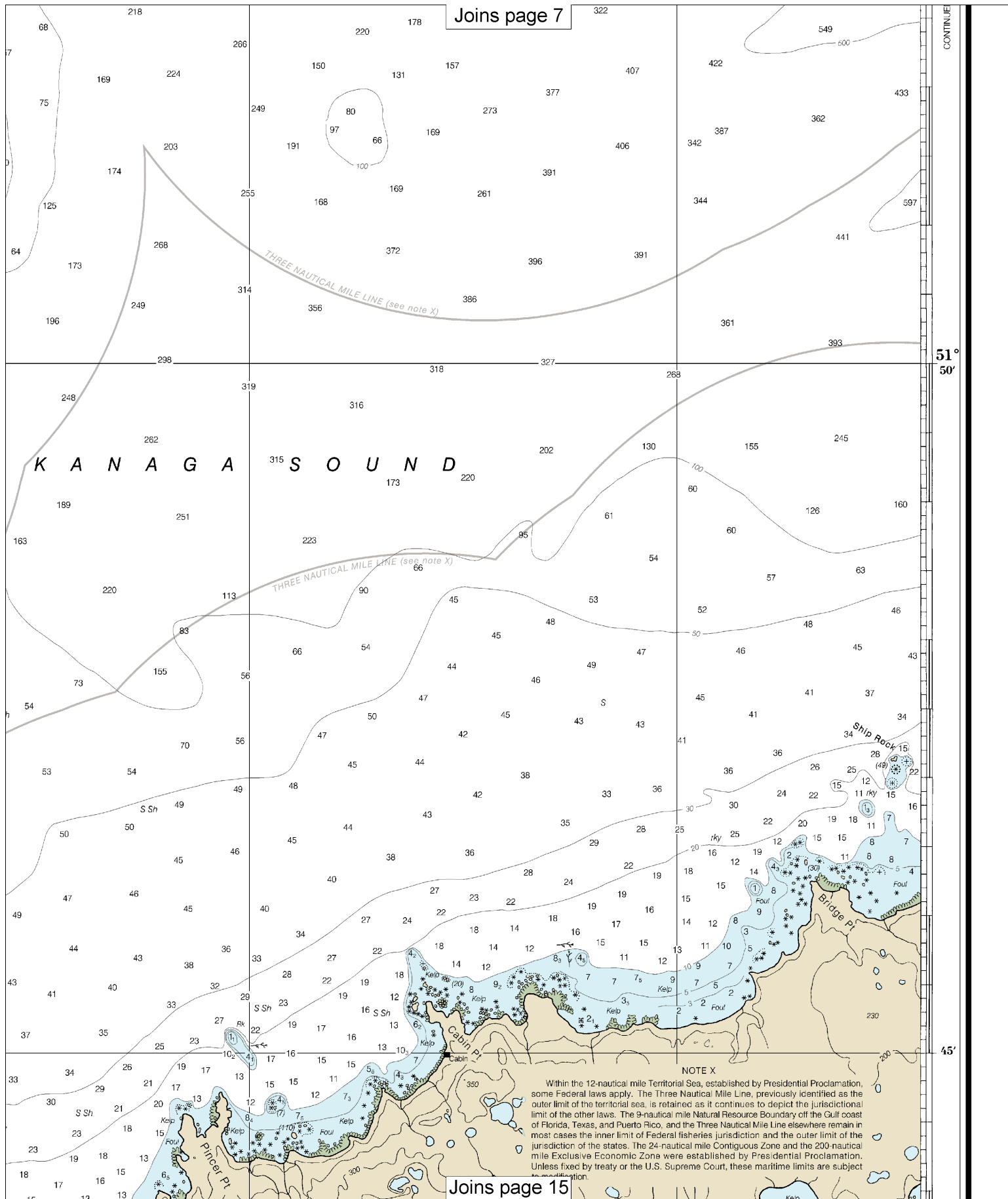
Note: Chart grid lines are aligned with true north.

Printed at reduced scale.

SCALE 1:50,000
Nautical Miles

See Note on page 5.





NOTE X
 Within the 12-nautical mile Territorial Sea, established by Presidential Proclamation, some Federal laws apply. The Three Nautical Mile Line, previously identified as the outer limit of the territorial sea, is retained as it continues to depict the jurisdictional limit of the other laws. The 9-nautical mile Natural Resource Boundary off the Gulf coast of Florida, Texas, and Puerto Rico, and the Three Nautical Mile Line elsewhere remain in most cases the inner limit of Federal fisheries jurisdiction and the outer limit of the jurisdiction of the states. The 24-nautical mile Contiguous Zone and the 200-nautical mile Exclusive Economic Zone were established by Presidential Proclamation. Unless fixed by treaty or the U.S. Supreme Court, these maritime limits are subject to modification.

KANAGA PASS AND APPROACHES

Mercator Projection
Scale 1:50,000 at Lat 51° 45'

North American Datum of 1983
(World Geodetic System 1984)

Additional Information can be obtained at nauticalcharts.noaa.gov.

SOUNDINGS IN FATHOMS
(FATHOMS AND FEET TO ELEVEN FATHOMS)
AT MEAN LOWER LOW WATER

For Symbols and Abbreviations see Chart No. 1

AUTHORITIES

Hydrography and topography by the National Ocean Service, Coast Survey, with additional data from the U.S. Coast Guard and the State of Alaska.

CAUTION

Temporary changes or defects in aids to navigation are not indicated on this chart. See Local Notice to Mariners.

AIDS TO NAVIGATION

Consult U.S. Coast Guard Light List for supplemental information concerning aids to navigation.

WARNING

The prudent mariner will not rely solely on any single aid to navigation, particularly on floating aids. See U.S. Coast Guard Light List and U.S. Coast Pilot for details.

HEIGHTS

Heights in feet above Mean High Water.

POLLUTION REPORTS

Report all spills of oil and hazardous substances to the National Response Center via 1-800-424-8802 (toll free), or to the nearest U.S. Coast Guard facility if telephone communication is impossible (33 CFR 153).

SUPPLEMENTAL INFORMATION

Consult U.S. Coast Pilot 9 for important supplemental information.

RADAR REFLECTORS

Radar reflectors have been placed on many floating aids to navigation. Individual radar reflector identification on these aids has been omitted from this chart.

TIDAL INFORMATION

NAME	PLACE (LAT/LONG)	Height referred to datum of soundings (MLLW)		
		Mean Higher High Water	Mean High Water	Mean Low Water
Hot Springs Bay, Tanaga I	(51°47'N/177°48'W)	feet 3.1	feet ---	feet ---

NOTE: Tide is chiefly diurnal.

Dashes (-) located in datum columns indicate unavailable datum values for a tide station. Real-time water levels, tide predictions, and tidal current predictions are available on the Internet from <http://tidesandcurrents.noaa.gov> (Feb 2015).

45°

51°
40'

Joins page 16

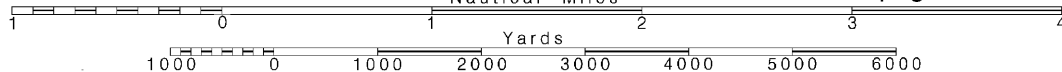
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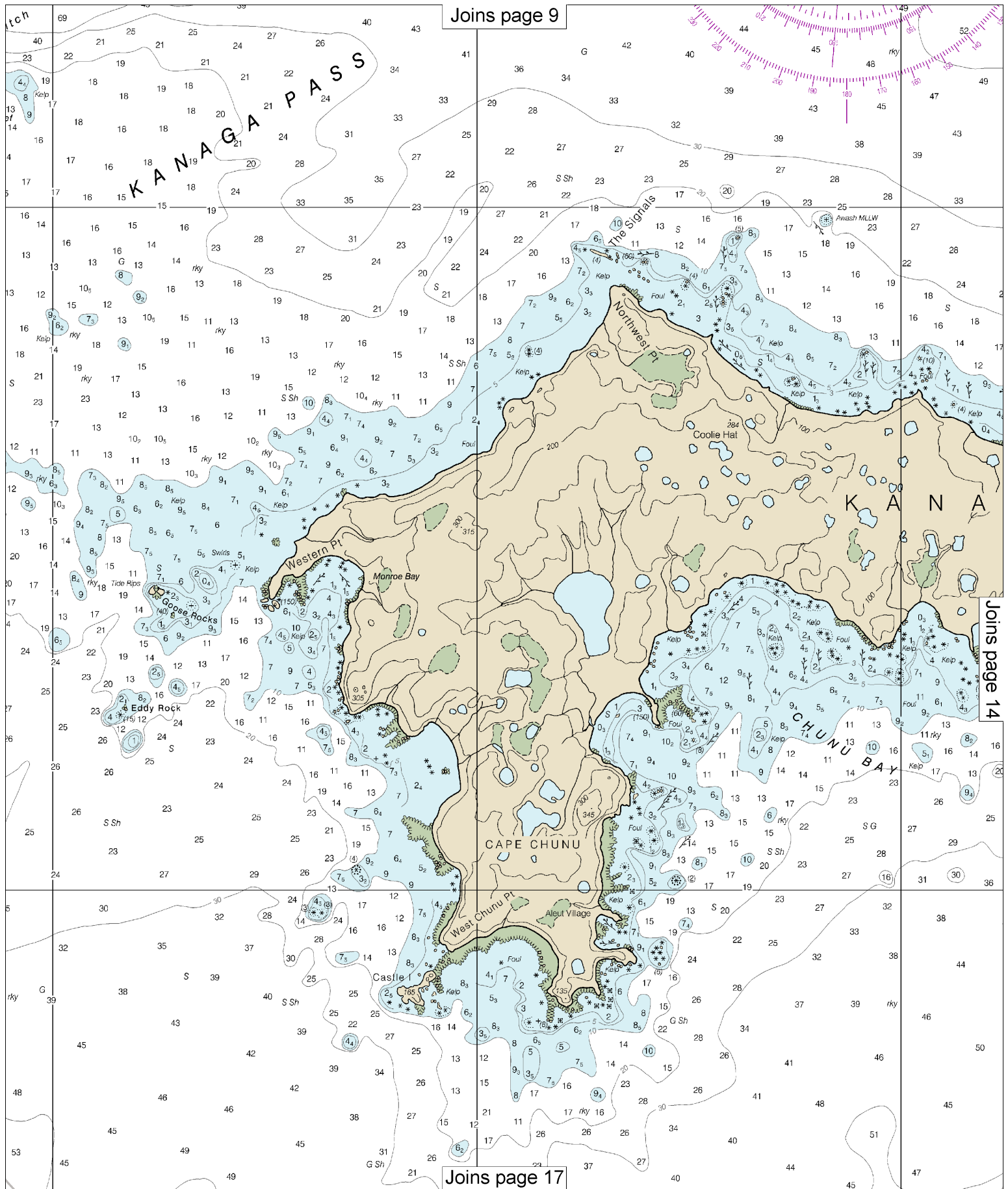
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lines are aligned
with true north.

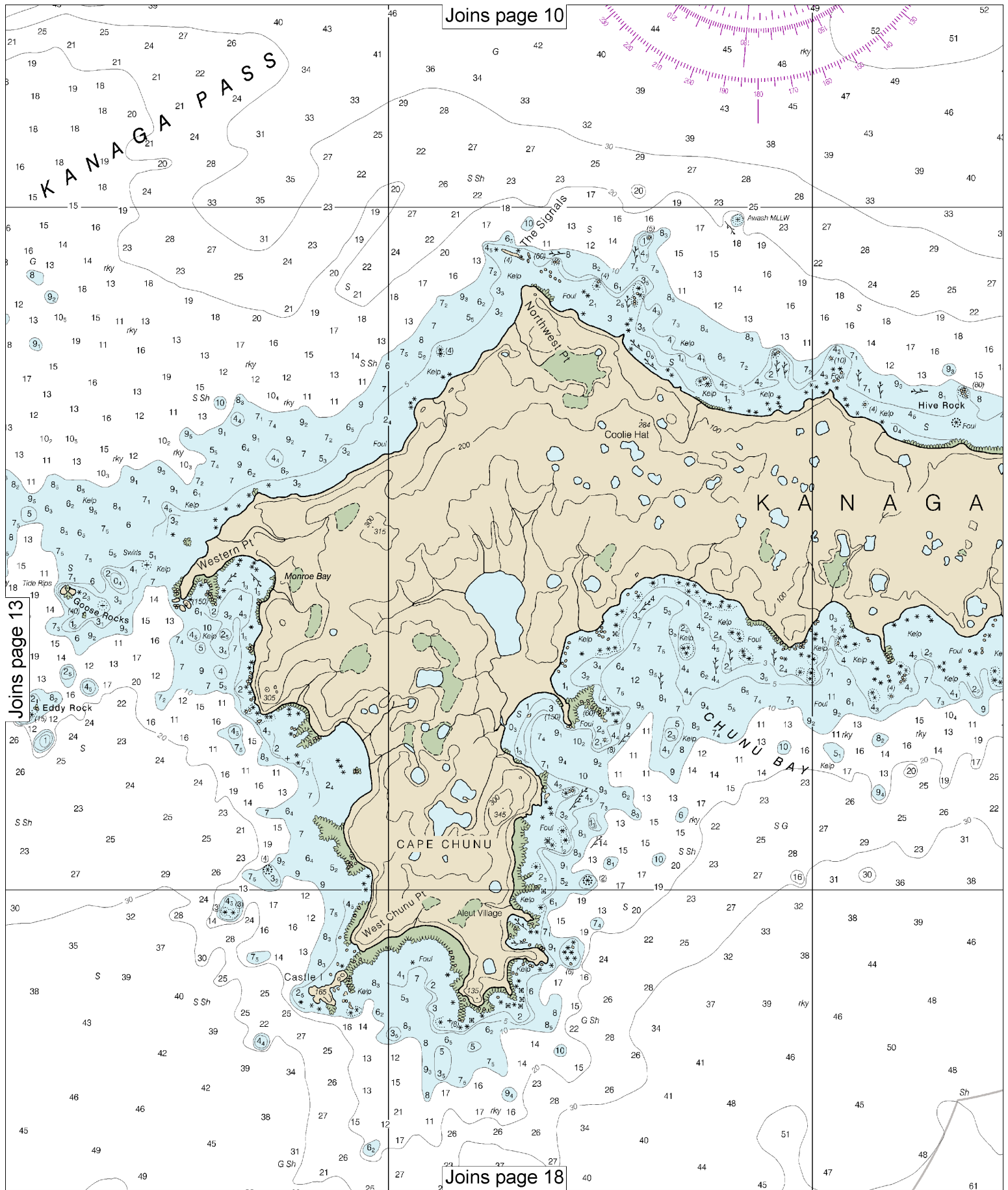
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SCALE 1:50,000
Nautical Miles

See Note on page 5.





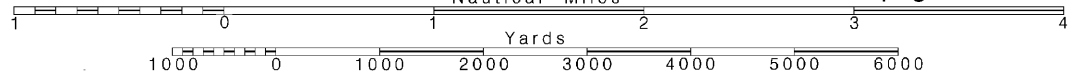


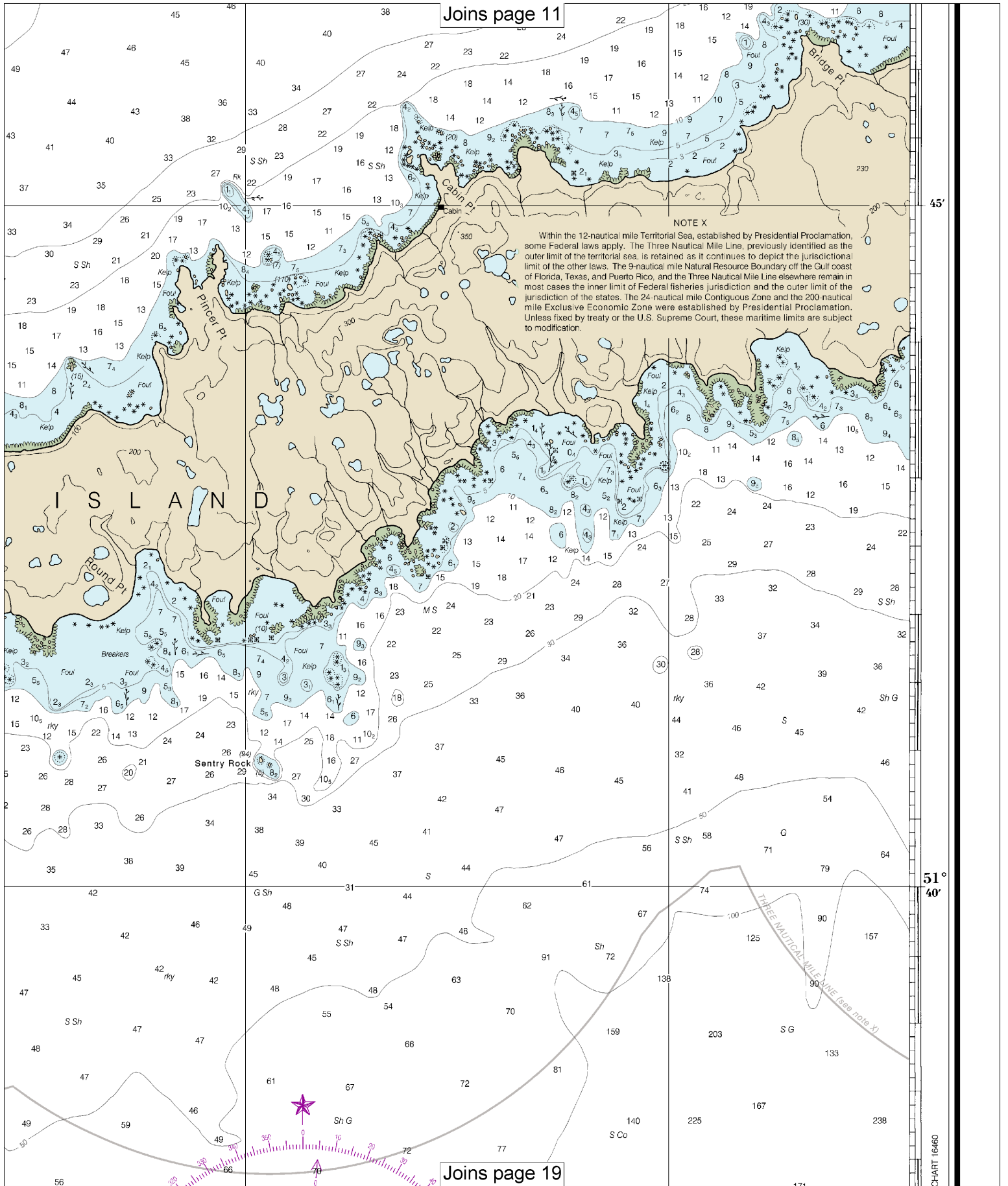
Note: Chart grid lines are aligned with true north.

Printed at reduced scale.

SCALE 1:50,000
Nautical Miles

See Note on page 5.





51° 40'

JOINS CHART 16462

35'

CAPE SASMIK

Wash Reef

N O R T H

55'

177° 50'

CAUTION

This chart has been corrected from the Notice to Mariners (NM) published weekly by the National Geospatial-Intelligence Agency and the Local Notice to Mariners (LNM) issued periodically by each U.S. Coast Guard district to the dates shown in the lower left hand corner. Chart updates corrected from Notice to Mariners published after the dates shown in the lower left hand corner are available at nauticalcharts.noaa.gov.

16463

8th Ed., Feb. 2015. Last Correction: 12/10/2015. Cleared through:
LNM: 4816 (11/29/2016), NM: 4916 (12/3/2016), CHS: 1116 (11/25/2016)

SOUNDINGS IN FATHOMS
(FATHOMS AND FEET TO 11 FATHOMS)

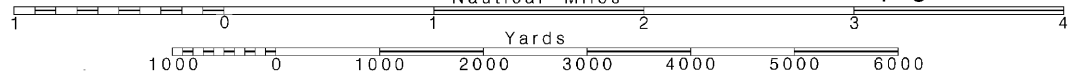
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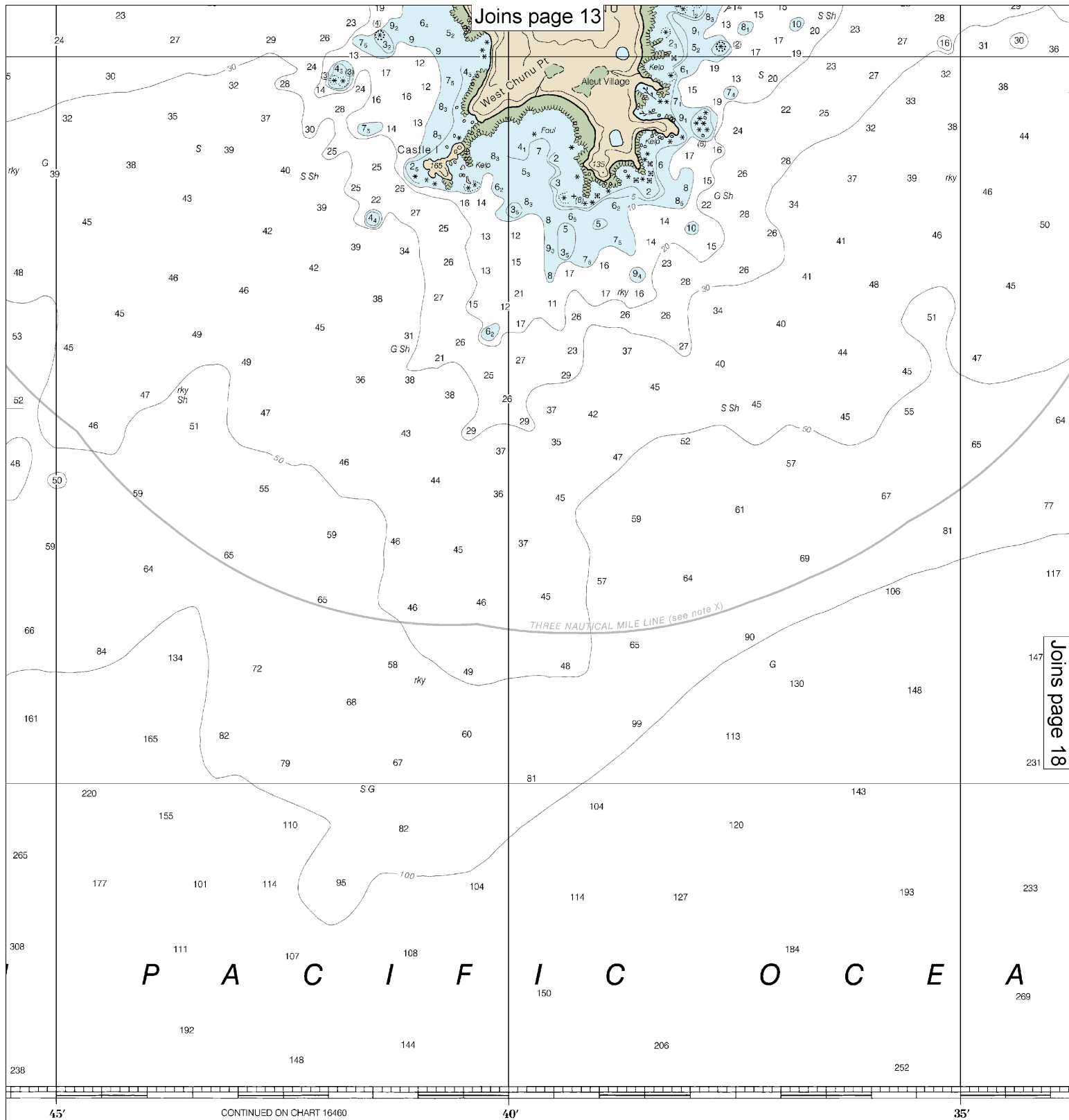
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SCALE 1:50,000
Nautical Miles

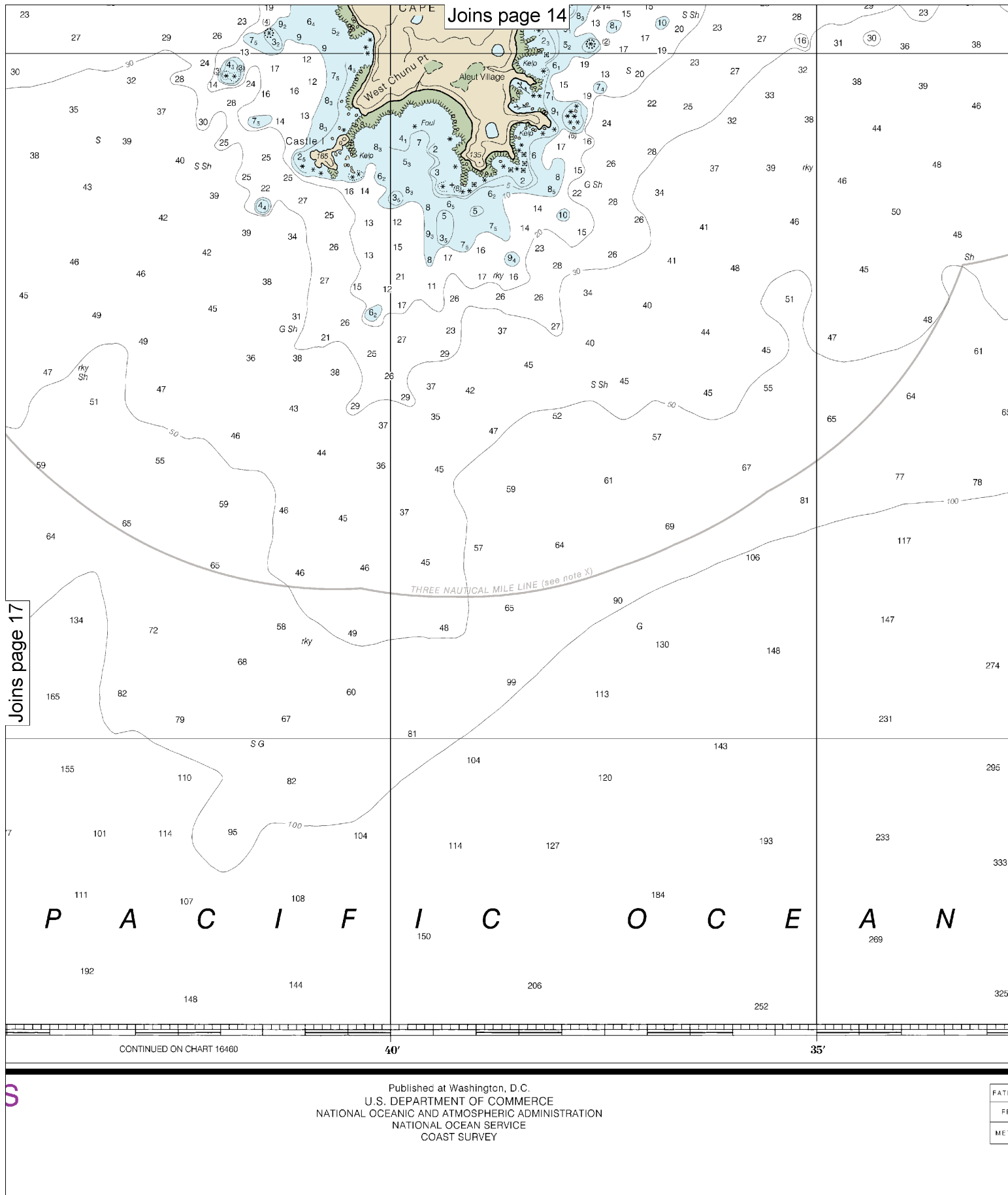
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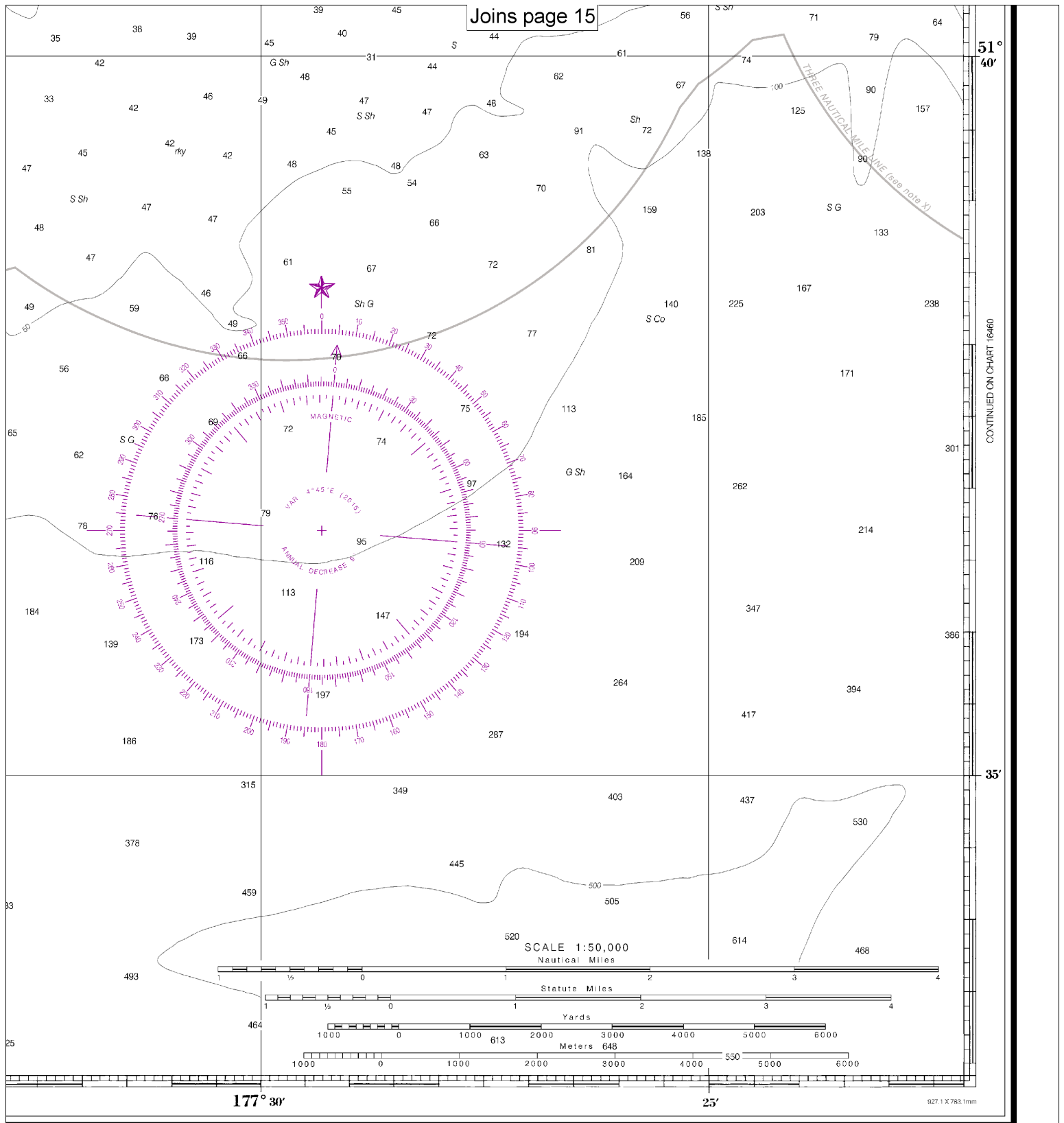




THOMS
(HOMS)

Published at Washington, D.C.
U.S. DEPARTMENT OF COMMERCE
NATIONAL OCEANIC AND ATMOSPHERIC ADMINISTRATION
NATIONAL OCEAN SERVICE
COAST SURVEY





THOMS	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17
FEET	6	12	18	24	30	36	42	48	54	60	66	72	78	84	90	96	102
METERS	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17

Kanaga Pass and Approaches
SOUNDINGS IN FATHOMS - SCALE 1:50,000

16463



EMERGENCY INFORMATION

VHF Marine Radio channels for use on the waterways:

Channel 6 – Inter-ship safety communications.

Channel 9 – Communications between boats and ship-to-coast.

Channel 13 – Navigation purposes at bridges, locks, and harbors.

Channel 16 – Emergency, distress and safety calls to Coast Guard and others, and to initiate calls to other

vessels. Contact the other vessel, agree to another channel, and then switch.

Channel 22A – Calls between the Coast Guard and the public. Severe weather warnings, hazards to navigation and safety warnings are broadcast here.

Channels 68, 69, 71, 72 and 78A – Recreational boat channels.

Getting and Giving Help — Signal other boaters using visual distress signals (flares, orange flag, lights, arm signals); whistles; horns; and on your VHF radio. You are required by law to help boaters in trouble. Respond to distress signals, but do not endanger yourself.

Distress Call Procedures

- Make sure radio is on.
- Select Channel 16.
- Press/Hold the transmit button.
- Clearly say: "MAYDAY, MAYDAY, MAYDAY."
- Also give: Vessel Name and/or Description; Position and/or Location; Nature of Emergency; Number of People on Board.
- Release transmit button.
- Wait for 10 seconds — If no response Repeat MAYDAY call.

HAVE ALL PERSONS PUT ON LIFE JACKETS!



NOAA Weather Radio All Hazards (NWR) is a nationwide network of radio stations broadcasting continuous weather information directly from the nearest National Weather Service office. NWR broadcasts official Weather Service warnings, watches, forecasts and other hazard information 24 hours a day, 7 days a week.

<http://www.nws.noaa.gov/nwr/>

Quick References

Nautical chart related products and information	—	http://www.nauticalcharts.noaa.gov
Interactive chart catalog	—	http://www.charts.noaa.gov/InteractiveCatalog/nrnc.shtml
Report a chart discrepancy	—	http://ocsddata.ncd.noaa.gov/idrs/discrepancy.aspx
Chart and chart related inquiries and comments	—	http://ocsddata.ncd.noaa.gov/idrs/inquiry.aspx?frompage=ContactUs
Chart updates (LNM and NM corrections)	—	http://www.nauticalcharts.noaa.gov/mcd/updates/LNM_NM.html
Coast Pilot online	—	http://www.nauticalcharts.noaa.gov/nsd/cpdownload.htm
Tides and Currents	—	http://tidesandcurrents.noaa.gov
Marine Forecasts	—	http://www.nws.noaa.gov/om/marine/home.htm
National Data Buoy Center	—	http://www.ndbc.noaa.gov/
NowCoast web portal for coastal conditions	—	http://www.nowcoast.noaa.gov/
National Weather Service	—	http://www.weather.gov/
National Hurricane Center	—	http://www.nhc.noaa.gov/
Pacific Tsunami Warning Center	—	http://ptwc.weather.gov/
Contact Us	—	http://www.nauticalcharts.noaa.gov/staff/contact.htm



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